

Message

From: Charmley, William [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=FB1828FB00AF42FFB68B9E0A71626D95-CHARMLEY, WILLIAM]
Sent: 4/14/2017 7:12:21 PM
To: Caffrey, Cheryl [caffrey.cheryl@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; Bolon, Kevin [Bolon.Kevin@epa.gov]; Jeff Alson [Alson.Jeff@epa.gov]; Moran, Robin [moran.robin@epa.gov]; Helfand, Gloria [helfand.gloria@epa.gov]
Subject: RE: Updated Agenda: FW: Followup on CAR meeting agenda for 4/17 - respond with your thoughts before 1pm today greatly appreciated.

Cheryl,

It seems reasonable that we have too many items on the agenda.

I am fine focusing the Monday meeting on the Economic items that Brian highlighted;

We'll appreciate **focusing the Monday meeting on the Economics pieces** and will bring the team best equipped for conversation around the following:

- CAR comments on the EPA presentation at Fuel Economy Detroit referring to CAR report
- CAR clarification of the \$6000 per vehicle study result
- CAR clarification of the 1M Job Loss: Review details of job loss portion of CAR study and EPA job assumption numbers
- Indiana University Study – employment and long-term economics
- CAR Truck study – brief update
- CAR MBS Policy

From: Caffrey, Cheryl
Sent: Friday, April 14, 2017 12:15 PM
To: Olechiw, Michael <olechiw.michael@epa.gov>; Charmley, William <charmley.william@epa.gov>
Subject: Updated Agenda: FW: Followup on CAR meeting agenda for 4/17 - respond with your thoughts before 1pm today greatly appreciated.

Updated Agenda for CAR meeting on Monday April 17. I have added this to the calendar entry.
 Cheryl

From: Brian Esterberg [mailto:besterberg@CARGROUP.ORG]
Sent: Friday, April 14, 2017 11:58 AM
To: Caffrey, Cheryl <caffrey.cheryl@epa.gov>
Cc: Jay Baron <jbaron@CARGROUP.ORG>
Subject: RE: Followup on CAR meeting agenda for 4/17 - respond with your thoughts before 1pm today greatly appreciated.

Hi Cheryl,

I'm glad I was able to catch you by phone today and hope you enjoy your afternoon off. As we discussed, the CAR team has found the complete list of original agenda items (further below) really represent two distinctly different categories.

We'll appreciate **focusing the Monday meeting on the Economics pieces** and will bring the team best equipped for conversation around the following:

- CAR comments on the EPA presentation at Fuel Economy Detroit referring to CAR report
- CAR clarification of the \$6000 per vehicle study result
- CAR clarification of the 1M Job Loss: Review details of job loss portion of CAR study and EPA job assumption numbers
- Indiana University Study – employment and long-term economics
- CAR Truck study – brief update
- CAR MBS Policy

I do agree that Gloria and Bill are most appropriate for this meeting.

We'll work with you next to schedule a follow on discussion where we can further address some of the **technology items** summarized below:

- Lightweighting technology. The automaker perspective and pathways. Identifying the technology baseline.
- Powertrain as a technology: costs and effectiveness. Focus on engine technology pathways and CAR industry survey responses.
- Challenges – looking to the future. Where can CAR add value? Discussion topics:
 - 48v systems
 - Accelerating fleet turnover
 - Efficiency discrepancy – realized technology benefits
 - Lightweighting cost study for the U.S. fleet

At this time I suspect the CAR team will be a subset of those listed however I don't know as of this morning who will be in attendance.

Thank you,

Brian-

Brian Esterberg – Vice President, Corporate Relations & Communications
 Director, Affiliates & Strategic Program Development
 Center for Automotive Research



besterberg@cargroup.org O: 734.929.0466 | C: 248.894.0001

CAR Group: www.cargroup.org



From: Caffrey, Cheryl [<mailto:caffrey.cheryl@epa.gov>]

Sent: Wednesday, April 12, 2017 4:03 PM

To: Jay Baron <jbaron@CARGROUP.ORG>

Subject: RE: Followup on CAR meeting agenda for 4/17 - respond with your thoughts before 1pm today greatly appreciated.

Hi Jay,

I agree, this is too much for one two hour meeting, however it is my understanding that Bill only has a couple of hours – so he wouldn't be able to stay any longer.

My thought is that we can discuss the topics for 15 min and then figure out which topic needs more discussion. Maybe some of these can be knocked off.

Perhaps we can then follow-up with a meeting at which Bill does not need to be present and then we can talk longer.

I can check with some of the staff and see if they can stay beyond 3pm. I know at least Mike Olechiw and myself already have a 3pm meeting scheduled.

Cheryl

From: Jay Baron [mailto:jbaron@CARGROUP.ORG]

Sent: Wednesday, April 12, 2017 3:53 PM

To: Caffrey, Cheryl <caffrey.cheryl@epa.gov>

Subject: FW: Followup on CAR meeting agenda for 4/17 - respond with your thoughts before 1pm today greatly appreciated.

Cheryl:

I should have mentioned that given the size of the agenda and range of topics, perhaps it would be better to break this agenda into two separate meetings? One could focus on economics (topics 1-3, 7, 8), and one on technology (topics 4-6). Just a thought. Let me know what you wish to do.

Jay

From: Jay Baron

Sent: Tuesday, April 11, 2017 12:26 PM

To: 'Caffrey, Cheryl' <caffrey.cheryl@epa.gov>

Cc: 'Brian Esterberg (besterberg@CARGROUP.ORG)' <besterberg@CARGROUP.ORG>

Subject: RE: Followup on CAR meeting agenda for 4/17 - respond with your thoughts before 1pm today greatly appreciated.

Cheryl:

I have a list of topics below. It seems like a lot to cover so it's up to you to schedule the meeting and let me know if you wish to remove anything, which is fine.

From CAR, I expect:

Jay Baron
Brian Esterberg
David Andrea
Brett Smith
Yen Chen
Kristin Dzikczek

Let me know if you wish to propose anything different.

Regards,
Jay

Proposed topics:

1. CAR comments on the EPA presentation at Fuel Economy Detroit referring to CAR report
2. CAR clarification of the \$6000 per vehicle study result
3. CAR clarification of the 1M Job Loss: Review details of job loss portion of CAR study and EPA job assumption numbers
4. Powertrain as a technology: costs and effectiveness. Focus on engine technology pathways and CAR industry survey responses.

5. Lightweighting technology. The automaker perspective and pathways. Identifying the technology baseline.
6. Challenges – looking to the future. Where can CAR add value? Discussion topics:
 - a. 48v systems
 - b. Accelerating fleet turnover
 - c. Efficiency discrepancy – realized technology benefits
 - d. Lightweighting cost study for the U.S. fleet
 - e. Other?
7. Indiana University Study – employment and long-term economics
8. CAR Truck study – brief update
9. CAR MBS Policy

From: Caffrey, Cheryl [mailto:caffrey.cheryl@epa.gov]

Sent: Tuesday, April 11, 2017 10:49 AM

To: Jay Baron <jbaron@CARGROUP.ORG>

Subject: Followup on CAR meeting agenda for 4/17 - respond with your thoughts before 1pm today greatly appreciated.

Hi Jay,

I heard back from Bill Charmley through Robin Moran in regards to the agenda topics for discussion next Monday.

I have a meeting at 1pm so if you are able to give some feedback on this before that time then that would be greatly appreciated in moving the ball forward – specifically in regards to powertrain topics.

1. CAR comments on the EPA presentation at Fuel Economy Detroit referring to CAR report
2. CAR clarification of the \$6000 per vehicle study result
3. CAR clarification of the 1M Job Loss: Review details of job loss portion of CAR study and EPA job assumption numbers
 - a. Yes EPA would like to talk details – we will have Gloria Helfand present at the meeting and would appreciate your representative.
4. Powertrain as a technology: costs and effectiveness
 - a. Can you give some details as to which aspect of your powertrain comments? Both engine and transmission?

Additional items for discussion include:

5. Mass Reduction: what more work do you have planned? Do you have any recent results? Any suggestions for accounting for mass reduction in baseline moving forward? (or this may be better stated as do you have any suggestions for a marketing credit to be given if there is one? Since most of the mass reduction technology adopted was offset with other things resulting in higher curb weight vehicles (2008))
6. Future work planned at CAR
7. Indiana University Study – do you have any thoughts? – results were increased employment and economics long term

Who will be attending from CAR? We want to make sure we have a large enough room reserved.

Thank you!
Cheryl Caffrey
US EPA NVFEL